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ACN: 2235748 (1 of 2)

Time / Day

Date : 202504

Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : VPS.TRACON

State Reference : FL

Relative Position.Angle.Radial : 090

Relative Position.Distance.Nautical Miles : 15

Altitude.MSL.Single Value : 4000

Environment

Flight Conditions : IMC

Weather Elements / Visibility : Fog

Weather Elements / Visibility.Visibility : 0

Light : Daylight

Ceiling.Single Value : 3000

Aircraft : 1

Reference : X

ATC / Advisory.TRACON : VPS

Aircraft Operator : FBO

Make Model Name : Small Aircraft, Low Wing, 1 Eng, Fixed Gear

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Training

Flight Phase : Cruise

Route In Use.Airway : V198

Airspace.Class E : CEW

Aircraft : 2

Reference : Y

ATC / Advisory.TRACON : VPS

Aircraft Operator : Corporate

Make Model Name : Small Aircraft, Low Wing, 2 Eng, Retractable Gear

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Cruise

Route In Use : None

Airspace.Class E : CEW

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Instructor

Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 1114
Experience.Flight Crew.Last 90 Days : 168
Experience.Flight Crew.Type : 872
ASRS Report Number.Accession Number : 2235748
Human Factors : Communication Breakdown
Human Factors : Situational Awareness
Human Factors : Training / Qualification
Human Factors : Human-Machine Interface
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : NMAC
Anomaly.Deviation - Altitude : Excursion From Assigned Altitude
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Inflight Event / Encounter : Weather / Turbulence
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 500
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Airspace Structure
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Software and Automation
Contributing Factors / Situations : Procedure
Primary Problem : Human Factors

Narrative: 1

Flying on an IFR flight plan in IMC westbound along V198 while instructing an instrument student in Aircraft X we were returning to PNS when I noticed the chance of collision via ADSB without immediate altitude correction. We were in IMC when I descended to avoid collision and notified ATC of my altitude deviation before ATC reached out for the traffic call. I descended to 3000 ft from 4000 ft and barely made visual of Aircraft Y through the clouds but the proximity was too close if I hadn't evaded. I asked ATC if they were on an IFR flight plan and Eglin Approach said, "no and they are also squawking VFR". I told Eglin they're not VFR and they caused a near miss. After I saw proper distance from Aircraft Y I informed ATC of my climb back to 4000.

Synopsis

General aviation instructor reported a near miss with another aircraft while operating IFR on a training flight during cruise in instrument conditions. The instructor descended from the assigned altitude to avoid the other aircraft.

ACN: 1285957 (2 of 2)

Time / Day

Date : 201507
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : LAL.Airport
State Reference : FL
Relative Position.Distance.Nautical Miles : 25
Altitude.MSL.Single Value : 4500

Environment

Flight Conditions : Mixed
Weather Elements / Visibility : Fog
Weather Elements / Visibility : Haze / Smoke
Weather Elements / Visibility.Visibility : 6
Light : Daylight
Ceiling.Single Value : 12000

Aircraft

Reference : X
ATC / Advisory.TRACON : TPA
Aircraft Operator : FBO
Make Model Name : Skyhawk 172/Cutlass 172
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Personal
Nav In Use.VOR / VORTAC : LAL
Flight Phase : Cruise
Airspace.Class E : TPA

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Private
Experience.Flight Crew.Total : 92
Experience.Flight Crew.Last 90 Days : 12
Experience.Flight Crew.Type : 92
ASRS Report Number.Accession Number : 1285957
Human Factors : Situational Awareness

Events

Anomaly.Deviation / Discrepancy - Procedural : FAR
Anomaly.Inflight Event / Encounter : VFR In IMC
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Became Reoriented

Assessments

Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Weather
Primary Problem : Human Factors

Narrative: 1

Not sure if the form made it clear what really happened. I unintentionally flew into IMC conditions.

The weather was VFR when I took off. Flight Services warned of areas of fog low to the ground around Lakeland when I took off, however Florida weather usually burns it up in the morning. Flying along at cruise (4,500 MSL), the sky is just gray out in front of me and to the side of me. The horizon is a faded blur between the clouds and the ground from whatever fog was leftover in the morning. There was no differentiating what were clouds and what was just far away scud. There was an overcast layer that was the exact same shade of gray as the FEW clouds (1,000-2,000 ft MSL) that I was flying over. I was looking around scanning outside of the cockpit when I recognized that the clouds looked a little bit different right in front of the nose. I said to myself out loud "we might need to descend here in a second". Within 15 seconds of saying that, I was inside a cloud. Now I was talking with Tampa Approach the whole time with Flight Following. I was also looking for a way out as a just-in-case. Weather was clear behind the plane, also clear below me, but couldn't tell if it was clear above me. I called Tampa Approach "need to descend to 3000 please" by the time she responded, my visibility had dropped to a little less than a mile. I still had visual contact of the ground by looking straight down from my window.

I had never seen this situation before. I've researched how VFR pilots have accidentally flown into clouds in the past - but it didn't make sense to me. It's my belief that a pilot would not KNOW that this cloud were in front of them unless they had physically seen or been in that situation before. Again, all I noticed was that it was a bit different looking but wasn't 100% sure it was a cloud that I was about to fly into. Once I found myself in it, I kept visual contact with the ground and maintained my composure to safely get myself out of IMC conditions and continue on my way. I was content with how I handled the situation. I have cockpit video and audio of the incident. Also have the pilot report I made to Miami Flight Watch (122.00) that I made on audio and video.

Synopsis

C172 pilot reported unintentionally flying into IMC conditions.

